RTIP ID# *(required)*: LA990351

TCWG Consideration Date: December 2008

Project Description *(clearly describe project)*

The Los Angeles County Metropolitan Transportation Authority (Metro) in cooperation with the California Department of Transportation (Department) and City of Los Angeles Department of Transportation (LADOT) propose to modify the southern Terminus of State Route 2 (SR-2) from Branden Street (PM 13.5) to Oak Glen Place (PM 15.0) in the City and County of Los Angeles. A regional location map and project vicinity map are provided in Figure 1 and Figure 2, respectively. Five build alternatives have been proposed, which are described below:

- Alternative A (Widen Existing Ramps, Maintaining Bridge) – This alternative would widen the existing southbound exit ramp from two to three lanes and widen the existing northbound entrance ramp from two to three lanes. It would also maintain the southbound flyover ramp (two lanes). This alternative does not have any potential for new open space (Figure 3).
- Alternative B (Realign Ramp East, Removing Bridge) – This alternative would shift the entrance and exit ramps to the east. It would reduce the number of freeway off-ramp lanes from four to three and maintain two on-ramp lanes. It would also remove the southbound flyover ramp and part of the bridge. This alternative offers the potential for new open space (Figure 4).
- Alternative C (Realign Ramps East, Removing Bridge) – This alternative would shift the entrance and exit ramps to the east. It would reduce the number of freeway off-ramp lanes from four to three and maintain two on-ramp lanes. It would remove the southbound flyover ramp and bridge. This alternative offers the potential for new open space (Figure 5).
- Alternative D (Realign Ramps East, Maintaining Bridge) – This alternative would shift the exit ramps to the east and modify the existing flyover structure and bridge, converting it to open space. It would also reduce the number of freeway off-ramp lanes from four to three and maintain the two on-ramp lanes. The existing retaining wall and associated landscaping along Allesandro Street would remain unchanged (Figure 6).
- Alternative E (Realign Ramps East, Retain Bridge and Flyover, Relocate Retaining Wall) – This alternative would shift the exit ramps to the east and modify the existing flyover structure and bridge, converting it to open space. It would also reduce the number of freeway off-ramp lanes from four to three and maintain the two on-ramp lanes. The existing retaining wall along Allesandro Street would be relocated to the east (Figure 7).

Type of *Project (use Table 1 on instruction sheet)*: Change to existing state highway

County	**Narrative Location/Route & Postmiles:**
Los Angeles	Project is located on SR-2 between Branden Street (PM 13.5) and Oak Glen Place (PM 15.0) within the City of Los Angeles. See Figure 1 (Regional Location Map) and Figure 2 (Project Vicinity Map) attached. Caltrans Projects – EA# 20550

Lead Agency: California Department of Transportation (Caltrans)

Contact Person	**Phone#**	**Fax#**	**Email**
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Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X				

Scheduled Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	Section 6004 – Categorical Exemption	X	Section 6005 – Non-Categorical Exemption

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	March 2006	September 2009	October 2009	January 2012
End	July 2009	April 2011	June 2011	April 2013

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The City of Los Angeles is experiencing continued growth. This segment of SR-2 provides ingress and egress to the densely populated communities of Echo Park and Silver Lake and is a major thoroughfare for the surrounding area. This segment of SR-2 also provides a vital link for commuters traveling from communities in the northern and eastern parts of the Los Angeles Basin to downtown Los Angeles.

The current SR-2 terminus configuration has several limitations associated with its layout. The southbound exit ramp and southbound direct connector interrupt Glendale Boulevard traffic flows in two locations, at Waterloo/Fargo Street and then again near Allesandro Street. Because the northbound lanes consist of a northbound Glendale Boulevard, a northbound freeway entrance ramp and a center "choice" lane; weaving maneuvers are required between Allesandro Street and the terminus. Pedestrians and bicycles are not well accommodated by existing facilities in the vicinity of the freeway terminus.

Traffic flow during peak hours in the project area is severely impeded due to the existing configuration of the SR-2 terminus, and during off-peak periods, the southbound direct connector traffic often merges onto southbound Glendale Boulevard at a high rate of speed.

The purpose of the project was developed by the Department, Metro, and LADOT, with the cooperation of members of the community. The purposes, or objectives, of the project are to:

1. Better manage traffic flow at the terminus;
2. Enhance vehicular and pedestrian accessibility and safety in the vicinity of the SR-2 terminus;
3. Create the opportunity for additional space in the vicinity of the SR-2 terminus; and
4. Develop a freeway terminus design that is compatible with existing residential and commercial uses in the immediate vicinity.

The proposed improvements that have been identified to address the project purpose and need have independent utility and logical termini.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The study area is highly developed with predominantly residential uses (see Figure 8, Existing Land Use). Adjacent land uses on either side of the right-of-way consist of multiple-family and low-density residences, apartment complexes, commercial buildings, a park, and public facilities.

The area is primarily a mix of single- and multi-family residential units. St. Teresa's Church and School are located in the immediate vicinity of the SR-2 terminus. The nearest commercial areas are along Glendale Boulevard. No businesses or industrial areas are present in the immediate vicinity of the proposed project improvements.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Opening Year 2013 Traffic Volumes [a]		
	No Build	Build
SR-2 Segment PM13.592/14.213		
AM Peak-hour LOS (E/W)	A/A	A/A
PM Peak-hour LOS (E/W)	C/A	C/A
AADT	76,122	76,112
Truck Percentage of AADT	3.7%	3.7%
Truck AADT	2,816	2,816
SR-2 Segment PM14.213/15.143		
AM Peak-hour LOS (E/W)	A/A	A/A
PM Peak-hour LOS (E/W)	B/A	B/A
AADT	64,328	64,328
Truck Percentage of AADT	3.7%	3.7%
Truck AADT	2,380	2,380

[a] Year 2013 traffic volumes forecasted by growing the year 2006 traffic volumes by an annual growth factor of 1 percent. No-build and Build traffic volumes are the same because the proposed project would not add capacity to the SR-2 project limits.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Horizon Year 2033 Traffic Volumes [b]		
	No Build	Build
SR-2 Segment PM13.592/14.213		
AM Peak-hour LOS (E/W)	B/A	B/A
PM Peak-hour LOS (E/W)	E/A	E/A
AADT	92,883	92,883
Truck Percentage of AADT	3.7%	3.7%
Truck AADT	3,437	3,437
SR-2 Segment PM14.213/15.143		
AM Peak-hour LOS (E/W)	A/A	A/A
PM Peak-hour LOS (E/W)	C/A	C/A
AADT	78,493	78,493
Truck Percentage of AADT	3.7%	3.7%
Truck AADT	2,904	2,904

[b] Year 2033 traffic volumes forecasted by growing the year 2006 traffic volumes by an annual growth factor of 1 percent. No-build and Build traffic volumes are the same because the proposed project would not add capacity to the SR-2 project limits.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Year 2013 Traffic Volumes

Roadway Segment	No Build			Alternative A			Alternatives B – E		
	AADT	Truck %	Truck AADT	AADT	Truck %	Truck AADT	AADT	Truck %	Truck AADT
NB On-ramp	21,693	3.7%	803	21,693	3.7%	803	21,693	3.7%	803
SB Off-ramp	21,918	3.7%	811	21,918	3.7%	811	21,918	3.7%	811
Glendale Bl NB	24,365	3.7%	901	24,365	3.7%	901	25,670	3.7%	950
Glendale Bl SB	25,694	3.7%	951	25,694	3.7%	951	26,955	3.7%	997

Note: AADT traffic numbers derived making the following adjustments to the horizon year peak-hour intersection volumes provided in the project traffic study (Fehr & Peers/Kaku Associates, September 2008):

1. Annual growth factor of 1% compounded over 17 years (18.43% total) was subtracted from year 2030/33 traffic volumes.
2. Adjusted peak-hour AM and PM volumes were added together and multiplied by 5 to ascertain an estimate of AADT traffic volumes.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Year 2033 Traffic Volumes

Roadway Segment	No Build			Alternative A			Alternatives B – E		
	AADT	Truck %	Truck AADT	AADT	Truck %	Truck AADT	AADT	Truck %	Truck AADT
NB On-ramp	26,595	3.7%	984	26,595	3.7%	984	26,595	3.7%	984
SB Off-ramp	26,870	3.7%	994	26,870	3.7%	994	26,870	3.7%	994
Glendale Bl NB	29,870	3.7%	1,105	29,870	3.7%	1,105	31,470	3.7%	1,164
Glendale Bl SB	31,500	3.7%	1,166	31,500	3.7%	1,166	33,045	3.7%	1,223

Note: AADT traffic numbers derived adding the peak-hour AM and PM together and multiplying by 5 to ascertain an estimate of AADT traffic volumes.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

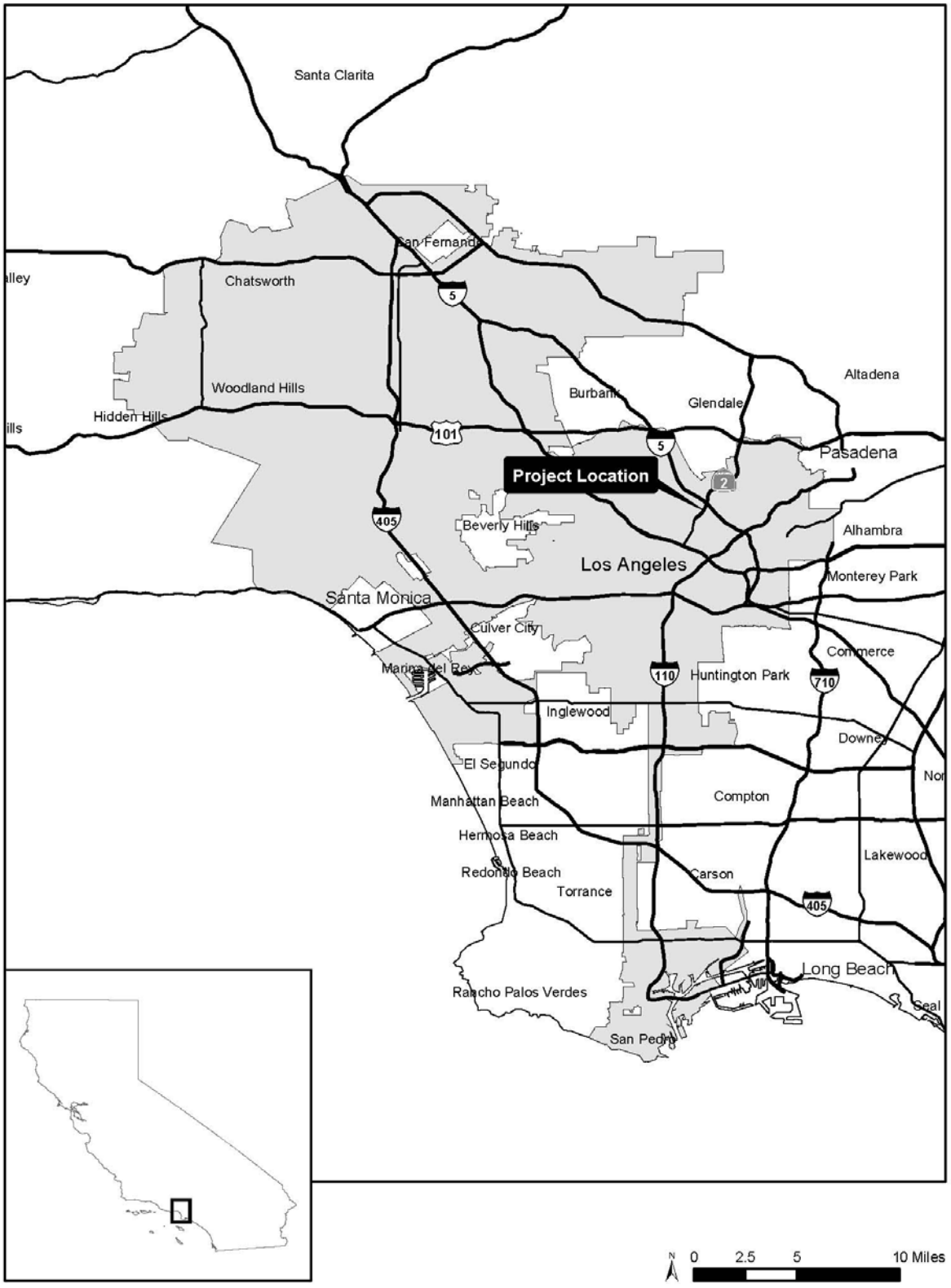
The proposed project is a freeway terminus modification intended better manage traffic flow and enhance pedestrian mobility and safety. The goal is not to increase capacity. No meaningful traffic redistribution effects are anticipated.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The EPA's March 2006 guidance document *Transportation Guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* references a two step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 AADT volumes. If the first criterion is met, the second criterion is that 8 percent or more of said traffic volumes (i.e., 10,000 vehicles or more) are diesel truck traffic volumes. With respect to traffic volumes along the project limits of SR-2, both opening year (2013) and horizon year (2033) AADT volumes are forecast to be below the above-mentioned screening-level threshold criteria of 125,000 total AADT traffic volumes. As such, the project does not have potential to result in a substantial number of diesel vehicles within the project area (i.e., the project limits of SR-2).

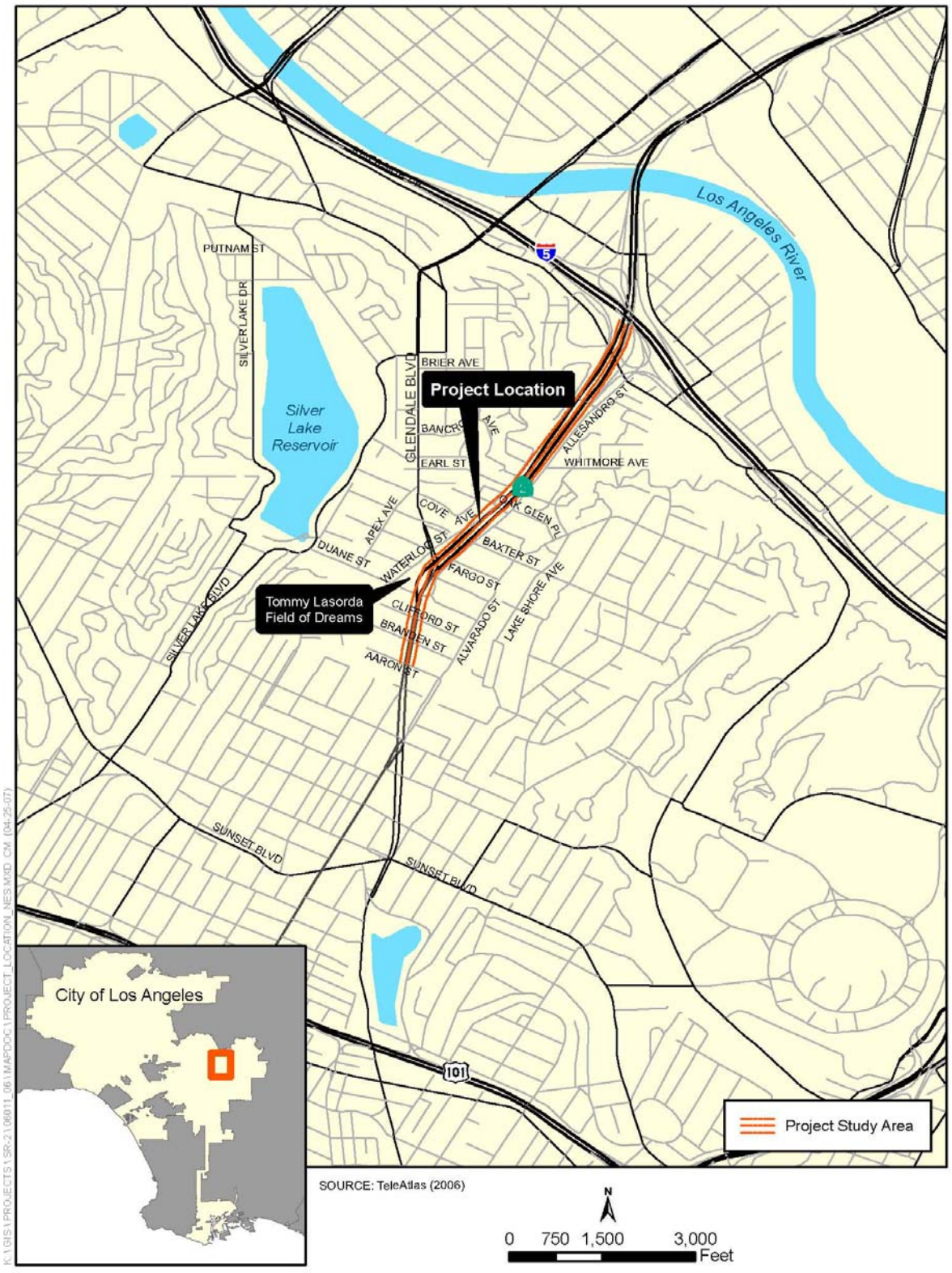
According to the Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25), this project is not a project of air quality concern under 40 CFR 93.123(b)(1)(I) and (ii).

Figure 1. Regional Vicinity Map



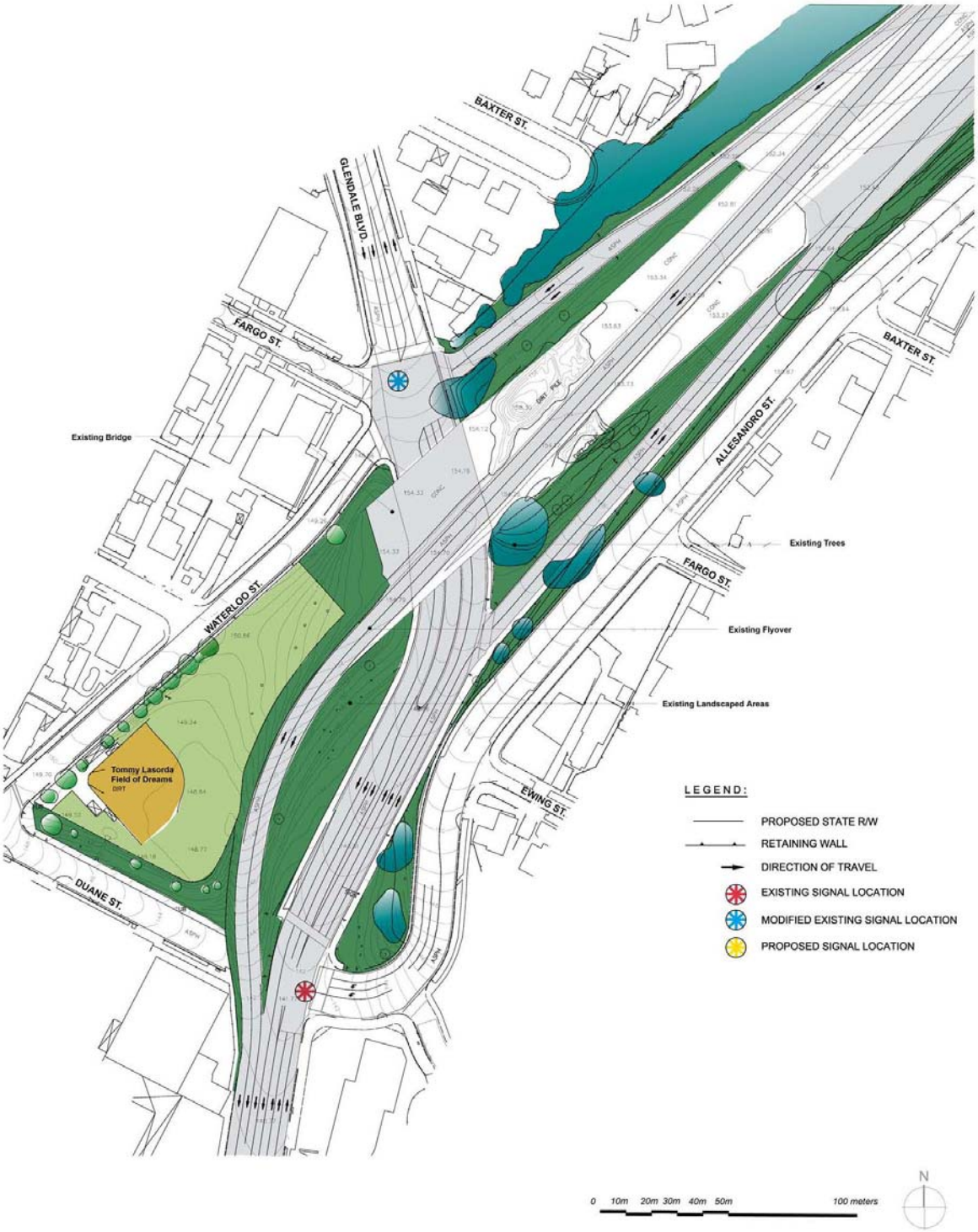
Source: Jones & Stokes, 2007.

Figure 2. Project Vicinity Map



Source: Jones & Stokes, 2007.

Figure 3. No Build Alternative (Baseline Alternative)



Source: Melendrez, 2006.

Figure 4. Alternative A (Widen Existing Ramps)

Source: Melendrez, 2006.

Figure 5. Alternative B (Realign Ramp East – Remove Flyover and Part of Bridge)

Source: Melendrez, 2006.

Figure 6. Alternative C (Realign Ramps East – Remove Flyover and Bridge)

Source: Melendrez, 2006.

Figure 7. Alternative D (Realign Ramps East – Retain Flyover and Bridge)

Source: Melendrez, 2006.

Figure 8. Alternative E (Realign Ramps East – Retain Flyover and Bridge – Relocate Retaining Wall)

Source: Melendrez, 2006.

Figure 9. Existing Land Use